WHAT IS CLAIMED IS

1. A brake control apparatus comprising:

a brake pressure controlling unit including normally-open-type electromagnetic valves for preventing a fluid pressure transmitted from a master cylinder to wheel brakes when the valves close; and

a control unit executing an anti-lock brake control resolving a lock tendency of the wheels by controlling the operation of the brake pressure controlling unit according to a result of judgment of the lock tendency of wheels, and simultaneously executing a brake force distribution control distributing front and rear brake forces by controlling the normally-open-type electromagnetic valves in correspondence with rear wheels to close in such a manner that the normally-open-type electromagnetic valves are opened when the brake force distribution control is finished;

wherein the control unit finishes the brake force distribution control after a vehicle stops and a load applied ahead of the vehicle is released.

2. A brake control apparatus as set forth in Claim 1, wherein the control unit finishes the brake force distribution control after a predetermined time elapsed

from when a wheel speed is reduced to be equal to or smaller than a predetermined wheel speed just before the vehicle stops.

3. A brake control apparatus as set forth in Claim 1, wherein the control unit finishes the brake force distribution control after a predetermined time elapsed from when an estimated vehicle speed is reduced to be equal to or smaller than a predetermined estimated vehicle speed just before the vehicle stops.

4. A brake control apparatus as set forth in Claim 1, wherein the control unit finishes the brake force distribution control after an estimated deceleration is reduced to be equal to or smaller than a predetermined deceleration from when a wheel speed is reduced to be equal to or smaller than a predetermined wheel speed just before the vehicle stops.

5. A brake control apparatus as set forth in Claim 1, wherein the control unit finishes the brake force distribution control after an estimated deceleration is reduced to be equal to or smaller than a predetermined deceleration from when an estimated vehicle speed is reduced to be equal to or smaller than a predetermined

estimated vehicle speed just before the vehicle stops.

6. A brake control apparatus as set forth in Claim 2, wherein the predetermined time is 300msec.

7. A brake control apparatus as set forth in Claim 3, wherein the predetermined time is 300msec.

8. A brake control apparatus as set forth in Claim 2, wherein the predetermined wheel speed is 2km/h.

9. A brake control apparatus as set forth in Claim 4, wherein the predetermined wheel speed is 2km/h.

10. A brake control apparatus as set forth in Claim 1, the brake pressure control unit further including:

a normally-open-type electromagnetic valve in correspondence with a wheel brake;

a check valve connected in parallel with the normally-open-type electromagnetic valve;

a normally-close-type electromagnetic valve in correspondence with the wheel brake; and

a reservoir in correspondence with an output fluid path.